

CASTORIA

for Infants and Children.

The Kind You Have Always Bought has borne the signature of J. C. Fletcher, and has been made under his personal supervision for over 30 years. Allow no one to deceive you in this. Counterfeits, imitations and "just-as-good" are but experiments, and endanger the health of children—Experience against Experiment.

The Kind You Have Always Bought

Bears the Signature of

Chas. H. Fletcher

In Use For Over 30 Years.

ROLL OF RESCUE IN OCEAN HORROR SEEMS COMPLETE

(Continued from First Page.)

Help confirm the faithful belief that there were no more names of first and second cabin passengers to send. And thus there was left hardly a possibility that the names of well known men, such as John Jacob Astor, William T. Stead, Isidor Straus, Major Blunt, and the others of the now familiar list of notables, could have been omitted in the transmission of names. That these men had gone down with the ship there remained hardly a doubt. Authorities on conditions off the banks agreed that rescue of passengers not taken from the liner by the boats would have had to be made specially, an exposure and exhaustion would quickly sap the life of human beings, forcing to resort to any other means than boats of keeping afloat.

During the early evening hours the wireless communication of the Carpathia with Siasconset was for the most part devoted to the sending of private messages of reassurance from passengers to friends on shore and to transmission of anxious inquiries from land to vessel. Momentarily the chance was awaited for communication of greater moment to the world at large—the opportunity to draw from the rescue ship the long-awaited secret of the Titanic's fateful last hours afloat.

That every chance might be afforded to open up communication freely with the slowly approaching liner, practically all other wireless business along the coast, to-night, was suspended. The Marconi Company early in the evening announced that it had notified its stations at South Wellfleet, Siasconset, Sagaponack and Sea Gate to handle messages to and from the Carpathia exclusively.

"All other commercial and government stations," the message reads, "will cease transmitting while the Carpathia's business is being exchanged with the above mentioned stations. No other work than the Carpathia's and that of the government ships going to meet the Carpathia will be permitted."

While careful preparations were being made here to receive and safeguard the living on their arrival here, word came that a cable steamer had set out for the scene of the disaster from Halifax to seek the dead.

SOUTH-RICHMOND

South Richmond Bureau, The Times-Dispatch, 105 Main Street, Richmond, Va., has received information from the Police Department that a man named Moore, a liquor salesman, employed by a concern, was placed under arrest to-night by Captain A. E. Wright as he stepped off a Southern Railway train. Moore was taken to the Third Police Station, where he was charged with being a fugitive from justice, wanted in North Carolina for skipping a bail bond.

Moore, it is alleged, was arrested in Durham on a charge of having been carrying a cane, contrary to the law. He was taken in the sum of two to appearance in court. Having been in South Richmond he quietly boarded the train. The Durham

Tragle Drug Co. have mentioned that Moore recommended for catarrh and cold in the head. Call or telephone for it.

Specify
For the roof
G. M. Co.'s
"Pearl" Roofing
Tin
And a good roof is assured.
Gordon Metal Co.,
RICHMOND, VA.

Richmond Corrugated
Paper Company
Manufacturers
CORRUGATED BOXES,
WRAPPERS,
PARTITIONS, ETC.
817-819 N. Seventeenth St.
Works, Office,
Phone Monroe 2211, Madison 725

Dreyfus & Co.
201 E. Broad
Important displays of new Spring
Suits, Dresses and Millinery.

Tragle Drug Co.
Have mentioned that Moore recommended for catarrh and cold in the head. Call or telephone for it.

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MEXICO REPLIES TO WARNING NOTE

Denies Right of United States to Deliver Admonition in That Document.

NOT BASED ON ANY INCIDENT

Government Declares It Has Full Consciousness of Its Duties.

Mexico City, April 17.—Mexico replied to the warning note of Acting Secretary Huntington Wilson to-night, declining to assume responsibility for Orozco's acts, denying the right of the Washington government to deliver the admonition contained therein, taking exception to the communication directed to Orozco through Consul Lather, and deploring the making public of this communication in this same note to which the government was required to make answer.

The reply was made public by Minister of Foreign Relations Calero. It denies the right of the Washington government to admonish Mexico, for the reason that it is not based on any justifiable incident. It denies responsibility of the constituted government for acts committed in the territory in rebellion, while accepting full responsibility for every loss or damage sustained by foreigners legally chargeable to the government.

A caution has been issued to leaders of the federal forces to insure proper treatment of foreigners who may be taken as prisoners of war; at the same time it is asserted that no basis exists for supposing that any other course would be pursued.

Orozco is held to be answerable for his offenses only to the Mexican courts, and therefore, the reply asserts, he should not have been made the recipient of a diplomatic communication.

After seeking forth at length the clauses of the Washington note, the minister continued: "In reply, and by express instructions of the President of the republic, I have the honor to say to your excellency: 'The Mexican government has a full consciousness of its duties, and neither by its acts nor by the manifestations of its functionaries has it given a reason to doubt the sincerity of its determination to cause to be respected the generally accepted principles of international law and the rules which govern the conduct of civilized nations. Your government has recognized this in the note which I have the honor to answer, and by means of it repeated demonstrations of friendship toward the government and people of Mexico, which demonstrations so highly and cordially have been esteemed in this country.'

"For these reasons the Mexican government finds itself in the painful necessity of not recognizing the right of our government to make the admonition which the note contains, for the reason that it is not based on any incident that should be chargeable to the Mexican government, and which could signify that the nation have departed from an observance of the principles and practices of international law."

"In view of the fact that a part of the country is in a state of rebellion, the Mexican government has as its principal duty the suppression of the rebellious movement, and if in regions removed from obedience to the legitimate authorities attempts committed against the lives and property of foreigners, the legitimate government of friendship will not be obligated in this respect to accept the same terms as would the government of the United States, or any other country if a rebellion existed in its own territory."

At first there was talk that newspaper reporters would not be permitted on the pier, but after the talk between officials of the Cunard Line, the White Star Line and the officials, an understanding was reached to permit a small number of reporters from each paper would be allowed on the pier.

News was received at the Cunard Line offices, protesting against the presence of the reporters on the pier. One of the letters was sent by J. Pierpont Morgan & Co. It was said that members of the Morgan family, the Guggenheims and the Astors had requested the Cunard to keep reporters off the pier.

May Have Recovered Bodies. While officials at the local offices of the Leyland Line steamship company refused today to be quoted as holding out any hopes that any of the bodies of the ill-fated Titanic might have been picked up by the liner California, which will dock here Saturday morning, there is the faintest hope that such is the case.

The California, westbound, after receiving a wireless communication from the Leyland Line, which was sent out of her course slightly, and according to wireless messages received here, combined every inch of her scene of the wreck for several miles in the hope of picking up any who might, by rarest chance, have survived the maelstrom of suction and whirlpools which must have followed the final plunging of the giant Titanic two miles down the surface.

The California spent nearly eighteen hours searching the waters above the great ship in vain. It was pointed out here by officials of the Leyland Line that a great majority of these men who traded their life for death for the women and children must have been either on the top decks or already in the water and waiting to swim from the scene when the Titanic went under. This surmise being correct, there is at least faint possibility that the California's small boats might have recovered some of the bodies at least.

The officials regard it as very doubtful if an effort was made to keep the bodies as the ship, being a freighter, is not provided with suitable facilities. They say that if any bodies were found in all likelihood, they were given a sea burial with services, after a description had been taken and efforts made to identify them.

Is Your Piano Silent?

The piano in many homes is a silent piano. There is no one to play it. Such a condition is not necessary.

A PIANOLA PIANO

Enables every member of the family to play any piece of music any time. Let us give you full and free information.

Walter D. Moses & Co.,
103 E. Broad St.,
Oldest Music House in Virginia and North Carolina.

NO NEWS COMES ON WHICH HOPE MAY BE RAISED

(Continued from First Page.)

Were talking to the Carpathia, there was no information anywhere that changed definitely the number of those saved. There was nothing positive to indicate that any more or less than about 700 were picked up from the Titanic's boats, or as to whether this figure included some of the crew who manned the boats or excluded them. In this disturbing silence rumors circulated the city. One of these placed the loss of life at 2,000, but there was nothing more than an unverified dispatch as authority for the story.

Another which was widely circulated described the collision of the Titanic with the iceberg, saying that the ship at ten knots speed struck so hard that her framework buckled, and that water poured in all the compartments save those in the midsection. It was a story of panic and terror, of scenes following instantly after the crash, but the White Star Line officials said they had received no such report, and gave it no credence.

A report which persisted and which carried with it some hope for those who have not seen the names of relatives or friends on the list given out by the White Star Line was that the Leyland liner California was bringing a few survivors to Boston, where she is due to-morrow morning. But this report was not credited because it is supposed from relayed and indirect reports previously received from the Californian that she carried only bodies of Titanic victims.

There was no definite information of any sort, however, to change the hope that none escaped from the horror, and on the night of Monday brought to this port by the Carpathia. The Carpathia is expected to arrive off Sandy Hook to-morrow night possibly about 9 o'clock, and the latest word was that she would land her passengers Friday morning early.

MADDENING SUSPENSE OF LONG UNCERTAINTY

(Special to The Times-Dispatch.)

New York, April 17.—With the Carpathia in easy reaching distance of this port and in communication with the scout cruiser Chester, there was no definite report obtainable to-night as to the exact number of survivors or as to the circumstances of the most terrible of marine disasters. Such wireless messages as filtered through stormy air were confusing and contradictory and left the world as much in suspense at most as it was last Monday night.

The most gratifying intelligence that came from the sea was received by the Cunard Line here that all was well with the women and children and the few boys who were picked up from small boats by the Carpathia hours after the Titanic foundered. Apparently the message was sent by Captain Rostrom of the Carpathia, although it was unsigned. It read:

"The Carpathia has been ordered to obtain from the Carpathia details of the wreck, as well as a list of the survivors, but, according to the news from Washington, information as to the exact circumstances of the collision was withheld."

It was figured that at her present speed the Carpathia would be here about 11 P. M. to-morrow night, although the Cunard officials here were inclined to think that the ship could hardly make her dock before Friday morning.

Still another message received by the Cunard Line with intense eagerness, came from Winfield Thompson, a Boston newspaper man, who is a passenger on the steamship Franconia. At 1:10 P. M. Mr. Thompson's message came in. It was as follows:

"The steamship Franconia established communication with the Carpathia at 6:10 P. M. New York time, Wednesday morning. At that hour the Carpathia was 185 miles east of Sandy Hook, and was making thirteen knots. The Carpathia has 750 survivors of the Titanic on board. The Franconia is relaying personal messages from the survivors to Sandy Hook."

The suspense and uncertainty were increased by the failure of the cruiser Chester to obtain from the Carpathia exact details of the number of living and of the disaster itself. Boston heard through the wireless operator at the navy yard there that the Chester had tried all day to get information from the Carpathia, but that the cruiser's appeal for information was ignored except for a warning given by the Carpathia's wireless to the Chester for the cruiser to "Keep out."

"Steamship officials here could not understand that attitude on the part of the Carpathia's captain, especially since J. Bruce Ismay, the managing director of the White Star Line, is among the survivors of the Carpathia. P. A. S. Franklin, in charge of the White Star office, said that he had no more information than was obtained

in the fragmentary wireless messages already mentioned.

At about Friday morning, the best information of the Cunard Line as to the progress and probable time of arrival of the Carpathia was to the effect that the steamship would be off Sandy Hook about 9 o'clock to-morrow night, and would be at her dock on Friday morning.

The air was crowded with shadowy rumors out of which little satisfactory could be gleaned. There was a story that the Leyland liner Californian, which is due to Boston to-morrow morning, had been cruising about the scene of the disaster, and had recovered a number of bodies. This report was unconfirmed, but agents of the line who said that they had had only the most fragmentary messages from the Californian, said that these messages were not conclusive in anything. It was not considered likely here, however, that the Leyland steamship had found any of the drowned bodies of the Virginian and the Parisian, of the Allan Line, both of which preceded the Californian to the icy waste, where the Titanic met her fate, found nothing but a sea strewn with wreckage, and reported that no bodies had been seen.

Paint hope persisted that a few of the Titanic's people might have been picked up by fishing boats which work south of the Grand Banks, but the probability of this was slight, as it was almost negligible. The hope was based on the statement of Captain Wood, of the Leyland Line freighter Etowah, who said that as he came along the track which was followed by the Titanic he observed a number of fishing vessels in the vicinity of the spot where the Titanic went down. There was just the possibility, Captain Wood thought, that some of the passengers adrift in lifeboats had been saved by those fishing vessels. But the Etowah was unable to communicate with any of them.

The maddening uncertainty of the whole business—the inability to know for certain how many were saved as well as to find out if the lists supplied by the Carpathia was a correct one and complete, and to learn if other ships had picked up survivors—lasted all day. The White Star officials could not answer the multitude of questions poured on them by the hundreds who besieged their offices, seeking for scraps of news as to their loved ones. All that the vice-President of the White Star Line, J. Bruce Ismay, and his associates could say was that they had heard nothing new since morning, and that there was little on which to base the hope that the extent of the disaster would be decreased when details are known.

The curious story that floated down from the north that the British steamship Bruce, on her way to Cape Breton, had patched together from many intercepted wireless messages an account of what happened when the Titanic collided with an iceberg was not generally accepted, for the reason that the ship officials could not understand the Bruce's ability to get the story when no details were obtainable here. As the Bruce had it, the Titanic struck with such force that she practically crumpled up, rearing high and tearing her bottom open on jagged ledges, the flooding of all compartments save those in the midsection being simultaneous, according to this story.

Boats were lowered at once and with little confusion, and as many of the women and children as possible, with a few men, were lowered over the side. To the others, this story has it, death came in the darkness, for the shock of collision had dismantled the electric machinery.

There were many here and elsewhere who were comforted to-day by personal messages. Mrs. Lila Saks Meyer, a daughter of the late Andrew Saks, and the wife of Edgar Meyer, sent from the Carpathia to Halifax, from which it

CATARRH

Why Waste Time With Impossible Methods?—Breathe Hyomei and Catarrh and All Its Disgusting Symptoms Will Vanish.

There is only one way to cure catarrh. Reach the raw, tender, inflamed membrane that is infested with catarrh germs and destroy the germs.

You can't reach the nooks and crevices with liquid preparations and water won't go down the windpipe—you know that. There is only one way—breathe the antiseptic germ killing air of HYOMEI (pronounced High-o-mei) directly over the inflamed membrane.

HYOMEI contains no opium, cocaine or other harmful drugs; it is made of Australian eucalyptus, thymol and other Listerian antiseptics. It will end the misery of catarrh, croup, coughs, colds and catarrhal deafness if used as directed.

A complete HYOMEI outfit, which includes hard rubber pocket inhaler, a bottle of HYOMEI and simple instructions for use, costs \$1.00. Extra bottles are afterwards required, 50 cents, at drug stores everywhere.

The Tragle Drug Co. guarantee it.

A CARD

Richmond, Va., Apr. 17, 1912.
Mr. Marx Gunst,
2027 W. Grace St.,
City.

Dear Sir:—The undersigned, your fellow citizens, respectfully request that you announce yourself as a candidate for a position on the Administrative Board, and promise your hearty support.

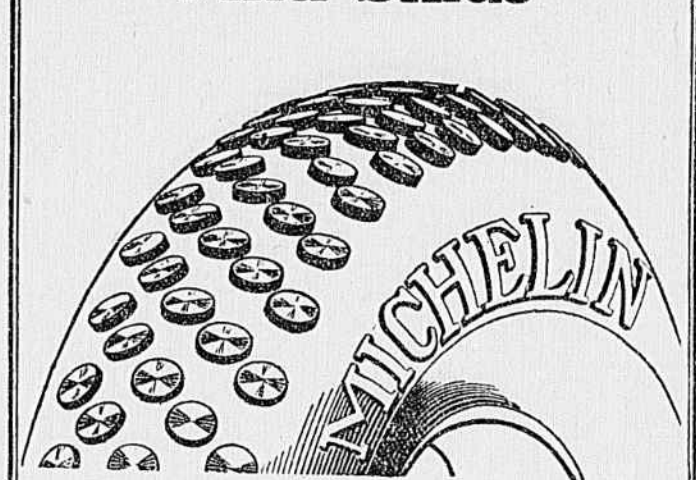
James J. Creamer, Chas. Hutzler, James N. Boyd, Burnett Lewis, Jos. W. Bliley, A. C. Strickland, Peyton Grymes, Dr. Greer Baughman and many others.

THE REPLY.

Gentlemen:—In response to the flattering call which you have extended me, and to the gratifying personal assurances received from many directions, I now announce myself as a candidate for the Administrative Board. I have served the people of this city to the best of my ability for the past 18 years and am willing that my record on all public questions shall be the standard by which my fitness for the position shall be judged. Assuring you of my deep appreciation of this renewal of your confidence, I am,

Yours faithfully,
MARX GUNST.

MICHELIN



Do Prevent Skidding

Rubber Traction Surface Protected and Reinforced by Tough, Flexible, Non-puncturing Leather Tread, An Integral Part of the Tire and Not An Attachment. Firmly Imbedded Hardened Steel Studs Do Prevent Skidding.

IN STOCK BY

Foster Motor Car Co.,
605-607 W. Broad St.

was relayed to this city: "Lila safe, well cared for. Edgar missing." Since Mrs. Meyer's name does not appear on the list furnished by the Carpathia, this message led to the hope that others besides those mentioned in the list of survivors were saved.

A relayed private message from the Carpathia that was received here to-day said, "All the women are safe." Since it appears that all of the women passengers of the Titanic did not get into the boats the message was interpreted to mean that all of the women who were rescued are in good condition.

A story was widely current to-day that the news of the extent of the Titanic disaster reached here as early as 10 A. M. Monday, although it was not given out by the White Star Line until 7 P. M. The Carpathia reached the scene of the collision and foundering about 9 A. M. on Monday so far as is known now, which would make it possible, of course, for the news to get here before noon.

Franklin, an official of the Star Line, said that a personal friend who called on him on Monday morning said that the fate of the Titanic had been known here the day before at 10 o'clock in the morning. Mr. Stead's friend was under pledge, he said, to keep the story secret until the fact secret of the sinking was positively denied by Vice-President Franklin of the White Star Line. Mr. Franklin insisted that the first he knew of the extent of the disaster was on Monday night.

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power with which he invests that great of roles.

It is said that no one who has seen Forbes-Robertson in "The Passing of Mr. Quin" can ever forget either the actor or the play, nor would it be.

Wednesday Club Festival.

While the sale of seats for the three concerts of the Wednesday Club's greatest music festival has been going briskly forward all week, hundreds of choice seats remain unsold. Agents of the club are in charge of the sale. Tickets can be obtained daily from 9 in the morning until 6 in the evening until the end of this month.

Mail orders are pouring in from Norfolk, Petersburg, Portsmouth, Newport News, Old Point Comfort and other out-of-town points. The out-of-town subscribers this year promises to be the largest that has ever patronized the annual festival of music in Richmond.

Reports from New York relate that all of the famous artists of the grand opera stage under contract to appear here in the festival are in fine form and looking forward with pleasurable anticipation to their forthcoming engagement here.

Isidor Scott, the celebrated basso profundo, who came to part with his mustache a few days ago. Pictures of the basso appearing in print at this time show him with a wealth of his hair, and he is ever patronized by the press.

He will come to Richmond with a smooth face. The singer was compelled to undergo his mustache to New York because it interfered in some mysterious way with a proper enunciation of his notes.

The Metropolitan Opera House celebrities, accompanied by the matchless orchestra, will come direct to Richmond from New York on a special train. Traveling in the party will be Mme. Alma Gluck, Mme. Louise Homer, Riccardo Martin, Carl Jarn, Clarence Whitehill, Henri Scott, Josef Pasternack and Alfred Zimbalist. J. Edgar Powell, the piano virtuoso, who will be a feature of the matinee concert, arrived here last week. He will return to Europe after the music festival and resume his professional tour in Germany.

The Implement Co.

RICHMOND, VIRGINIA.
have just issued a new and complete Farm Implement Catalog giving up-to-date information and prices of

All Farm Implements,
Corn and Cotton Planters, Wheel and Disk Cultivators, Dump and Farm Wagons, Engines, Threshers, Saw and Planing Mills, Metal and other Roofings, Buggies, Harness, Saddles, Barb Wire, Fencing, etc.

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The Name "Hamilton"

815.00 and up.

On the dial of any timepiece is a definite guarantee of accuracy.

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THE GLOBE